



National Transportation Safety Board Aviation Accident Final Report

Location:	CAMP VERDE, AZ	Accident Number:	LAX88FA052
Date & Time:	11/22/1987, 1544 MST	Registration:	N42CR
Aircraft:	CESSNA T210L	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT AND HIS THREE PASSENGERS TOOK OFF FROM SEDONA, ARIZONA FOR A PLEASURE FLIGHT TO SCOTTSDALE, ARIZONA. EN ROUTE THE AIRCRAFT WAS OBSERVED BUZZING AUTOMOBILES ON THE HIGHWAY. AS THE AIRCRAFT NEARED CAMP VERDE, ARIZONA IT STRUCK UNMARKED ELECTIRCAL TRANSMISSION LINES THAT SPANNED THE HIGHWAY AND CRASHED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (F) OBJECT - WIRE,TRANSMISSION
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) BUZZING - INTENTIONAL - PILOT IN COMMAND
4. (F) OSTENTATIOUS DISPLAY - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	18, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/24/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	110 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N42CR
Model/Series:	T210L T210L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21059701
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	09/15/1987, Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-R
Registered Owner:	RRBSD, INC	Rated Power:	285 hp
Operator:	RRBSD, INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PRC, 5042 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	1547 MST	Direction from Accident Site:	267°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / -3° C
Precipitation and Obscuration:			
Departure Point:	SEDONA, AZ (SEZ)	Type of Flight Plan Filed:	None
Destination:	SCOTTSDALE, AZ (SDL)	Type of Clearance:	None
Departure Time:	1540 MST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES A WALL	Report Date:	08/08/1989
Additional Participating Persons:	RICHARD THOMAS; SCOTTSDALE, AZ EARL NEWBERRY; SCOTTSDALE, AZ JAMES MORAN; MOBILE, AL ROSS S WILLIAM; WICHITA, KS		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).